

2017 CEF Transport Blending Call
FREQUENTLY ASKED QUESTIONS – Single European Sky - SESAR

Last update – 7 July 2017 (new questions in blue)

1. For a proposal under the SESAR priority is it sufficient to provide a CEA or is it mandatory to provide a CBA?

According to section 7.2 of the call text, proposals submitted under the priority "Single European Sky – SESAR" must be accompanied by a cost-effectiveness analysis (CEA) instead of a cost-benefit analysis (CBA).

2. What is the co-funding rate for "Other projects" under the SESAR priority?

Please refer to the section 13.2.1 "Co-funding rates" of the call text. The EU financial assistance to be granted under this call for proposals for telematic applications cannot exceed the rates of 50% of the eligible costs for land-based components of the SESAR system and of 20% of the eligible costs for on-board components of the SESAR system.

3. The distribution of the SESAR budget under the 2017 CEF Transport Blending Call (80% for "Common Projects" and 20% for "Other projects") is applicable to the SESAR priority as a whole or per call?

As stated in the multi-annual work programme (section 3.3.1), 80% of the funding available under the priority "Single European Sky – SESAR" is expected to be dedicated to projects selected under the category 1) "Common Projects" and 20% under the category 2) "Other projects". Therefore, this allocation breakdown is indicative and applies to the indicative budget foreseen for this priority (€40 million).

The final allocation of funding may be adjusted between the two categories, depending on the actual funding needs of the selected proposals, while giving priority to the implementation of "Common Projects".

4. The distribution of the SESAR budget mentioned in FAQ 3 above is indicative. Does it mean that the applicable funding rate is different for proposals submitted under the "Common Projects" and "Other projects" category?

The distribution of the SESAR budget mentioned in FAQ 3 above refers to the indicative budget foreseen for this priority. The maximum co-funding rates applicable to SESAR proposals are stated in section 13.2.1 of the call text.

5. If a proposal related to the critical network performance deficiencies (1-4) of the PCP ATM functionalities has not been originally included under the PCP airports, would it be considered as a "Common project"?

If an airport is not included in the airports defined in the Pilot Common Project (Commission Implementing Regulation (EU) No 716/2014 of 27 June 2014), it is not considered a project under the category 1) "Common projects".

6. For a project that is submitted under the SESAR priority "Other projects", does an applying airport have to be identified as belonging to the Core or Comprehensive Network in Annex II to the TEN-T Guidelines?

According to section 7.2 of the call texts only proposals which address pre-identified projects or horizontal priorities listed in Part I of Annex I to the CEF Regulation are eligible under this call. While SESAR is indeed a horizontal priority, any infrastructure component must also comply with the requirements specified in Article 7 of the TEN-T Guidelines.

7. Is it mandatory that the SESAR Deployment Manager (SDM) is the coordinator of the proposals submitted under the SESAR priority? Is this also the case for other priorities?

The SESAR Deployment Manager acts as a coordinator (mandatory) for the projects under the category 1) "Common Projects", but not under the category 2) "Other projects", under the priority "Single European Sky – SESAR" for this call. This process only applies to this category of projects and is not foreseen for other priorities under the call.

8. How does the coordination with SDM work in practice?

Applicants under the SESAR category 1) "Common Projects" must coordinate their applications with the Deployment Manager, who shall perform a screening of these applications to assess their relevance to this category. The Deployment Manager acts as coordinator in all projects submitted under this category.

Applicants who are awarded a grant under this category will be required to join the SESAR Deployment Framework Partnership, as partners, if this is not the case yet, by signing the Framework Partnership Agreement before the Specific Grant Agreement for their Action is signed.

More information about the SESAR deployment can be found at the following link: http://ec.europa.eu/transport/modes/air/sesar/deployment_en

More information about the Framework Partnership Agreement can be found in the explanatory memorandum on the management and implementation levels of the SESAR deployment governance, also available at the link below: <https://ec.europa.eu/transport/sites/transport/files/facts-fundings/grants/doc/2014-sesar-deployment/explanatory.pdf>

You can contact the SESAR Deployment Manager:

2017blendingcall@sesardeploymentmanager.eu

9. Where can I find the recovery plan mentioned in section 3.3.1 of the work programme, in relation to implementation projects aiming to implement datalink capability in support to AF6-Initial Trajectory Information Sharing?

This document is available at the following link:

https://ec.europa.eu/transport/file/2016-10-18-dls-recovery-plan-finalpdf_en

It is also accessible through the SESAR deployment information page on DG MOVE website: http://ec.europa.eu/transport/modes/air/sesar/deployment_en

10. What will happen if there are more implementation projects (IPs) submitted than funding available? What are the criteria for qualifying IPs?

For implementation projects submitted under the SESAR category "Common Projects", it is the responsibility of the Deployment Manager, as coordinator, to perform a prior screening of applications and to structure them in clusters, in accordance with the Deployment Programme, or to advise applicants to submit their applications under the "Other projects" category.

Proposals where the SESAR Deployment Manager is the coordinator are evaluated as any other proposal submitted under this call.

As stated in section 9 of the call text, only admissible proposals compliant with the eligibility criteria will be evaluated against the award criteria, described in the same section. Additional aspects may be taken into account during the final selection process, as stated in section 10 of the call texts.

If there is oversubscription under the "Common Projects" category under this call, priority will be given to proposals addressing implementation projects that support the implementation of the families identified in the deployment programme and listed in the call text, and implementation projects aiming to implement datalink capability in support to AF6-Initial Trajectory Information Sharing. For further details, including the list of families concerned, please refer to section 3.3.1 of the multi-annual work programme.

In addition, as stated in section 3.3.1 of the multi-annual work programme, for both categories ("Common Projects" and "Other projects"), priority will be given to proposals for Actions or parts of Actions that: most contribute to ATM performance; or are organised at FAB level or promoting Union-wide, inter-FAB or civil-military coordination, or address effective change management; or that create new employment opportunities.

Last, depending on the actual funding needs of the selected proposals, priority will be given to the implementation of "Common Projects", taking into account the indicative budget allocation between "Common Projects" and "Other projects" (see also FAQ 3 above).

10. For a mixed proposal submitted under the SESAR priority, what should be the interdependency between the works part and the study part of the Action?

As mentioned in the call text, no studies or mixed proposals are supported under this call.

11. Can a SESAR Implementation Project also contain a maintenance part for the period till end of 2023?

As per Article 2(5) of the CEF Regulation, 'works' means the purchase, supply and deployment of components, systems and services including software, the carrying out of the development and construction and installation activities relating to a project, the acceptance of installations and the launching of a project. Infrastructure maintenance and operating costs will not be supported.

12. In case of a proposal on retrofit of avionics for aircraft in order to use PBN operations using EGNOS or for EGNOS procedure implementation on airports, could applicants get a co-financing rate higher than 20%?

In accordance with the call text section 13.2 "Funding form", for on-board equipment of the SESAR system, the maximum co-funding rate is 20% and for land-based equipment it is 50%.

13. Under the "Common Projects" category in the ground domain, would investments made for pre-requisites to reach Model A or Model C before transitioning respectively to Model B (Type 1) or Model C Multi Frequency (Type 2) be eligible for co-funding if submitted as an integrated part of a path I/Ground implementation project? If not, could these investments be eligible for co-funding if submitted separately, under the category "Other projects" of the SES/SESAR priority?

For proposals submitted under the "Common Projects" category of the call, implementation projects aiming to implement datalink capability in support to AF6-Initial Trajectory Information Sharing shall be implemented in accordance with the Recovery Plan developed by the SESAR Deployment Manager. The Recovery Plan states that, in the ground domain, implementation projects should be focused on the deployment/upgrade towards multi frequency networks at Country/Region level. According to the Recovery Plan (Section 3.1.3), the country/region submitting the implementation projects for the transition (upgrade) from Model A to Model B (Type 1) or from Model C to Model C with Multi frequency (Type 2) must have already implemented (or started implementing) Model A or Model C respectively. The Data Link Services Recovery Plan by the SESAR Deployment Manager foresees that two types of IP proposals related to Family "A/G and G/G Multi Frequency DL Network in defined European Service Areas" could be envisaged: i) IP proposal type 1 consisting in the transition from Model A to Model B; and ii) IP proposal type 2 consisting in the transition from Model C to Model C with Multi frequency. Therefore, only the costs for the upgrade from Model A to Model B (or from Model C to Model C with Multi frequency) may be eligible for co-funding in this type of proposals.

The implementation of datalink capability is addressed as a priority only under the "Common Projects" category of this call.

14. Objectives and priorities document related to SESAR only mentions Industrialisation projects within the "Common Project" section. Can an industrialisation project still be submitted as an "Other project"?

According to the Work Programme (Section 3.3.1), industrialisation projects (within the meaning of Article 2(5) of Implementing Regulation (EU) No 409/2013) are addressed in the category 'Common Projects'. The "Other projects" category comprises Other projects not included in Common Projects and not falling under the competence of the Deployment Manager that contribute to the implementation of the SES by promoting the optimal provision of air navigation services and seamless functioning of the European ATM system". In addition, the Actions proposed under this category "must not duplicate or oppose the implementation of Common Projects". Industrialisation projects may thus not be submitted under the category "Other projects".

15. Are Communication Service Providers eligible for funding when they are part of a multi-applicant proposal led by ANSPs aiming at upgrading a ground station to support Datalink Services (DLS)?

In order to be eligible, each applicant (including in a multi-applicant proposal) must fulfil the eligibility criteria mentioned in section 7 of the call text.

Please refer to Section 3.3.1 of the Work Programme for further details on the type of Actions that may be supported under this call.

16. In case of Actions aiming to implement datalink capability in support to AF6-Initial Trajectory Information Sharing and addressing obligations under Union Law with a mentioned deadline for implementation, are costs incurred after the deadlines but before 31 December 2023 eligible for funding?

For proposals submitted under the "Common Projects" category of this call, implementation projects aiming to implement datalink capability in support to AF6-Initial Trajectory Information Sharing shall be implemented in accordance with the recovery plan developed by the SESAR Deployment Manager and shall respect the regulatory deadlines prescribed by the Commission Implementing Regulation (EU) No 2015/310. In accordance with section 2 of the call text, costs incurred after the deadlines for the implementation of these projects will not be funded, although they may be incurred before 31 December 2023.

Further details on the recovery plan are available at:

<https://ec.europa.eu/transport/sites/transport/files/2016-10-18-dls-recovery-plan-final.pdf>

17. In the airborne domain, would projects aiming to equip directly to the "Best in Class" level of performance be eligible for co-funding?

If not, due to the impossibility of isolating the "Best in Class" overhead, could a grant be awarded based on a lump sum per aircraft as it is envisaged in the call for SES/SESAR priority category "Other projects" for PBN approaches?

Projects aiming to equip directly to the "Best in Class" level of performance may be eligible for funding. The Data Link Services Recovery Plan by the SESAR Deployment Manager indicates that following the ELSA recommendations, the SDM strongly encourages setting up implementation projects (IPs) focused on the upgrade to ATN B1 multi frequency avionics successfully assessed "best in class" by ELSA study, including those projects related to the upgrade of Avionics for ATN B1 Services that will be included in the best in class, after a successful testing.

The recovery plan further specifies that the following aspects are considered as prerequisites for the upgrade to ATN B1 "best in class":

- Implementation projects submitted have to be focused on ATS provision;
- DLS avionics must be already installed in on-board systems of the aircraft.

The call does not provide for grants taking the form of lump sums.

18. If we submit a proposal under the SESAR priority which is subject only to a Cost Effectiveness Analysis, shall we still answer all questions of the application form part D?

As indicated in section 5.5 of the Guide for Applicants, all questions of the Application Form Part D shall be answered. Any missing answers will not allow a full appraisal by the experts of the evaluation criteria, thus diminishing the chance of the proposal being selected.

However for proposals requiring only a CEA, the level of information related to the "revenues of the proposed Action", the "financial analysis", the "revenue-generating capacity of the projects", the "funding gap analysis", the "economic analysis" and the "resources needed" will be calibrated to the information in the CEA.

19. Is an Action aiming at retrofitting a fleet with next generation avionic features (e.g. large display systems including Required Navigation Performance Authorisation Required, Ground Based Augmentation System and Required Time of Arrival functionality) or at training crews to be qualified in performance based navigation application eligible for funding ?

The specific priorities addressed under SESAR are clearly indicated in the Multi-Annual Work Programme under section 3.3.1 (Common Projects to be coordinated by the SESAR Deployment Manager (SDM) and Other Projects not included in Common Projects and not falling under the competence of the SDM). In principle, retrofitting a fleet and training personnel are eligible activities of ATM/SESAR actions.

20. We plan to include an integrator in our proposal that would ensure that all new systems and technologies are integrated properly and work after the implementation. A procurement for system integrator and the scope of contract will define what functionalities are needed and the integrator will be responsible to find such in a market, define specification, contract them and monitor the implementation and in the end provide that all the systems are integrated. Are costs of an integrator that will coordinate all system modernization and development eligible?

In principle, if the system integrator is part of the Action and is necessary for the Action to achieve its objective and the costs are incurred during the eligibility period of the Action, the costs related to the integrator can be considered eligible.

21. Are Instrument Landing Systems (ILS)/ infrastructure eligible under the Blending call?

If the purchase of ILS / Infrastructure is necessary for the implementation of the Action and meets all the requirements for eligible costs as clearly stipulated in the model grant agreement article II.19.1 Conditions for the Eligibility of Costs, these costs would be eligible. Please also refer to section 13.2.1 of the Call text for the correct co-funding rates to be applied to on-board and land-based components of the SESAR system.